



I-43 North-South CAPITOL DRIVE TO HAMPTON AVENUE

Summer 2020

INTRODUCTION

Interstate 43 is a major connector route for commerce, tourism, and travelers across the eastern and southern portions of the State of Wisconsin. This particular segment of I-43 serves the cities of Milwaukee and Glendale as well as the northeast section of Milwaukee County.

The Wisconsin Department of Transportation (WisDOT) has a preferred alternative for rehabilitating and reconstructing sections of I-43 from Capitol Drive to just north of Hampton Avenue. These concepts were based on input from the local municipalities and the public. WisDOT held a public involvement meeting in August 2019, receiving thoughtful input from the public and elected officials.

Built during the late 1950s and early 1960s, many of the structures require replacement or major rehabilitation.

PURPOSE AND NEED

The project team completed the necessary environmental documentation and is concluding the engineering design work. The preferred alternative is shown on the illustration on page 2.

Through the end of the year, the team will complete the final design and let the project in early 2021.

This project is intended primarily to address the most critical needs of this I-43 corridor. The purpose of the project is to address poor bridge and pavement conditions and related geometric, safety, and traffic needs.

The preferred alternative improves the six-lane I-43 freeway corridor between Capitol Drive and Hampton Avenue in generally the same configuration and footprint, and in a manner to not preclude the potential modernization of the corridor in the future. The preferred alternative replaces the pavement along the corridor; adds new southbound and northbound auxiliary lanes between the Capitol Drive and Hampton Avenue interchanges to address merging traffic conflicts; and includes new shoulders, medians and median barriers that meet current design standards.

Throughout the entire corridor, I-43 does not meet the standards for inside shoulder width. Existing inside shoulder width ranges from two to ten feet. Existing outside shoulder width is ten feet. A twelve-foot paved width is required for both inside and outside shoulders.

PROJECT LOCATION



WISDOT CONTACT INFO

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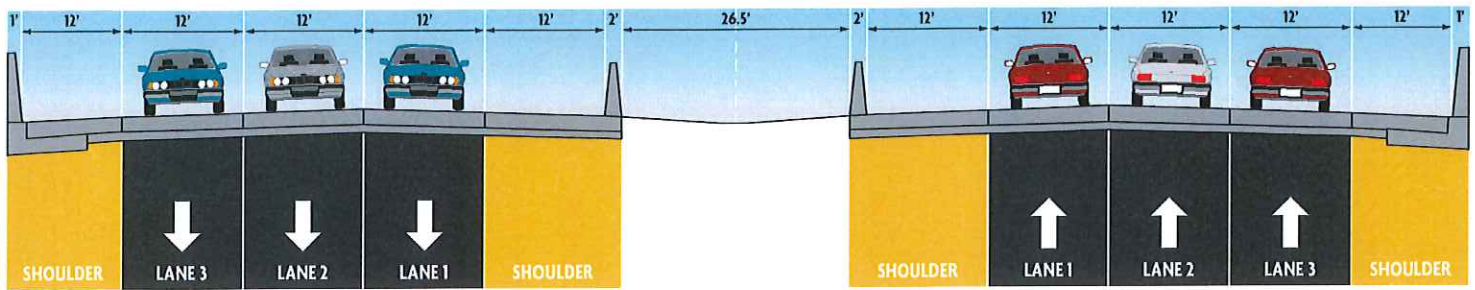
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PREFERRED ALTERNATIVE TYPICAL SECTION OF FREEWAY



The illustration above shows the preferred alternative. Design elements include:

- Rehabilitate or replace three bridges over northbound exit to Green Bay Road (mainline and exit ramp bridges).
- Remove 1,500 foot I-43 bridge over abandoned railroad yard.
- Replace I-43 bridge over Glendale Avenue.
- Rehabilitate or replace three bridges over Milwaukee River and Hampton Avenue (mainline and entrance ramp bridges).
- Replace pavement.
- Add northbound and southbound auxiliary lanes* between Capitol Drive and Hampton Avenue.
- Remove I-43 North exit ramp to westbound Hampton Avenue. Consolidate Hampton Avenue traffic to improved I-43 North Port Washington Road ramp just south of Hampton Avenue.
- Replace existing noise wall west of I-43 and south of the Milwaukee River, and construct two new noise walls north of Capitol Drive on both sides of I-43.
- Construct two stormwater ponds on existing right of way.

**An auxiliary lane is a lane that is added between interchanges. The function of an auxiliary lane is to give drivers more room to speed up and slow down when getting on or off a freeway.*

The preferred alternative does not preclude potential modernization in the future; bridges, roadways, and shoulders will be designed to provide future flexibility. The preferred alternative will adhere to current design standards, and include considerations for current and forecasted traffic volumes.

This project is consistent with WisDOT's bridge preservation policy while not precluding the future potential modernization needs as recommended in the Southeastern Wisconsin Regional Planning Commission's Vision 2050 land use and transportation plan.

NOISE BARRIERS

WisDOT will be building noise barriers in areas where the barrier meets the threshold of technically feasible, financially reasonable, and has the support of the most impacted residents. WisDOT conducted a voting process in May and June of this year. Three noise barriers locations were discussed; **all three barriers will be built with this project.**

- **Noise barrier #3** - replacing the existing noise barrier on the west side of I-43, just south of the Milwaukee River.
- **Noise barrier #6** - a new barrier just north of Capitol Drive on the east side of the freeway.
- **Noise barrier #7** - a new barrier just north of Capitol Drive on the west side of the freeway.

ANTICIPATED TIMELINE

- Final Design Completion - November 2020
- Project Let - March 2021
- Construction - 2021 through 2023

PROJECT WEBSITE



<http://www.wisconsindot.gov/pages/projects/by-region/se>



I-43 North-South

BROWN STREET TO CAPITOL DRIVE

Summer 2020

PROJECT LOCATION



1228-22-70

BROWN STREET TO CAPITOL DRIVE

GENERAL SCOPE OF PROJECT

- Rehabilitate existing pavement and structures
- Bridge improvements include:
 - Burleigh Street
 - Locust Street
 - Center Street
 - Wright Street
 - Brown Street
- Stay within existing "Right-of-way" footprint
- Fourth lane extension and auxiliary lane additions
- Noise wall feasibility study as separate public involvement effort

CURRENT TIMELINE

Project is in WisDOT Six-Year Program

- 2020-2023 - Environmental document Engineering design
- 2024 - Begin construction

Note: project may be advanced in program no earlier than 2022.

PROJECT WEBSITE



<http://www.wisconsindot.gov/Pages/projects/by-region/se/43south/default.aspx>

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